



# Equity Advisory Group

May 15, 2023

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# Reminders

- ▶ We encourage EAG members to turn on your video.
- ▶ Please say your name when you begin to speak.
- ▶ If you experience technical difficulties, please contact program staff at: **(360) 329-6744**

# Public Input Instructions

- ▶ There will be an opportunity to provide brief public input later in the meeting today.
- ▶ To submit input after the meeting:
  - Email comments to [info@interstatebridge.org](mailto:info@interstatebridge.org) with “EAG Public Comment” in the subject line
  - Call 888-503-6735 and state “EAG Public Comment” in your message



# Today's agenda

- ▶ Icebreaker
- ▶ Program Update
- ▶ Equity and Urban Design
- ▶ Community Engagement Follow-up
- ▶ Close out

# Icebreaker

- ▶ Name + pronouns
- ▶ Affiliation
- ▶ What are you looking forward to this summer?

# Program Update

Frank Green, Assistant Program Administrator

# Recent Program Updates

- ▶ **Cost and Funding Web Page**
- ▶ **IBR Tolling Authorization (WA)**
- ▶ **Federal Grant Update**
- ▶ **Section 106 Public Comment Period**
- ▶ **Presentations**
  - Association of General Contractors-Oregon
  - Vancouver Neighborhood Traffic Safety Alliance
  - 24<sup>th</sup> Annual East European Youth Leadership Conference
  - Oregon Trucking Association
  - American Planning Association Conference
  - Oregon Environmental Council





# Equity & Urban Design

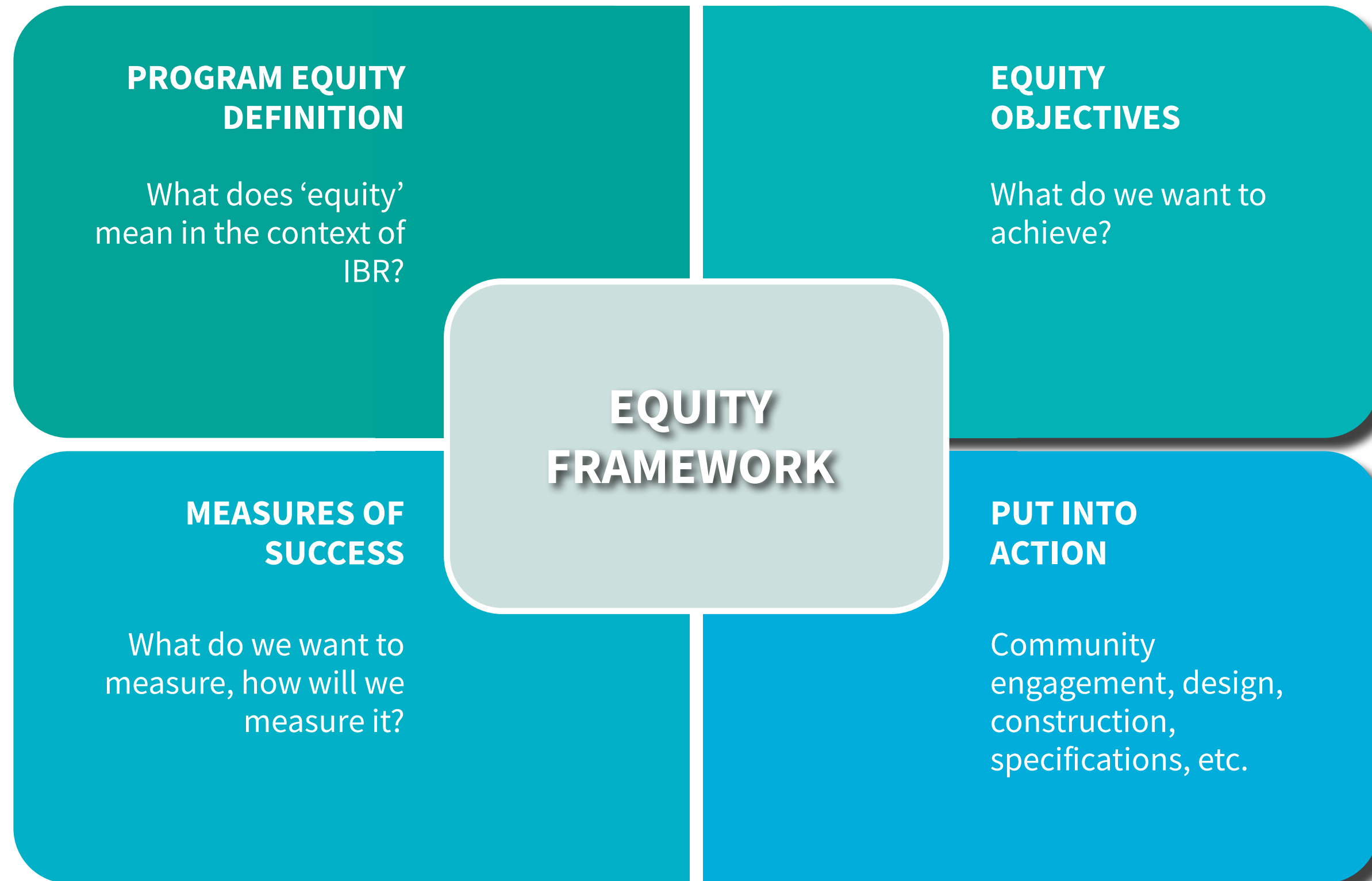
Nolan Lienhart and Ben Deines, Urban Design Team

# TABLE OF CONTENTS

## Designing with Equity

- The Legacy of Equity Concerns in Planning
- Equity in Urban Design / Planning
- Facilitating Equity at all Scales for IBR Program

# EQUITY FRAMEWORK AS IDENTIFIED BY THE IBR PROGRAM



# Equity definition, pt. 1

The Interstate Bridge Replacement program defines equity in terms of both process and outcomes.

**Process Equity** means that the program prioritizes access, influence, and decision-making power for historically underserved communities throughout the program in establishing objectives, design, implementation, and evaluation of success.

**Outcome Equity** is the result of successful Process Equity and is demonstrated by tangible transportation and economic benefits for equity priority communities.

# Equity definition, pt. 2

**Equity priority communities** are defined as those who experience and/or have experienced discrimination and exclusion based on identity or status, such as:

- BIPOC (Black, Indigenous, and People of Color)
- People with disabilities
- Communities with limited English proficiency (LEP)
- Persons with lower income
- Houseless individuals and families
- Immigrants and refugees
- Young people
- Older adults

Together, Process Equity and Outcome Equity contribute to addressing the impacts of and removing long standing injustices experienced by these communities.

# INCORPORATING EQUITY OBJECTIVES INTO DESIGN



## MOBILITY & ACCESSIBILITY

Improve mobility, accessibility, and connectivity, especially for lower income travelers, people with disabilities, and historically underserved communities who experience transportation barriers.



## PHYSICAL DESIGN

Integrate equity, area history, and culture into the physical design elements of the program, including bridge aesthetics, artwork, amenities, and impacts on adjacent land uses.



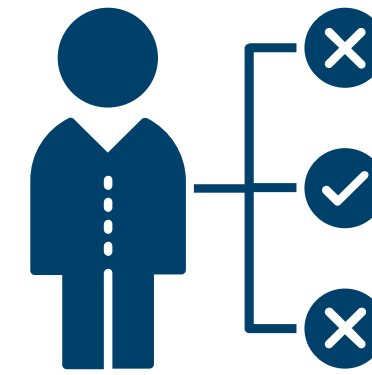
## COMMUNITY BENEFITS

Work with local agency partners to find opportunities for and implement local community improvements, in addition to required mitigations.



## WORKFORCE EQUITY & ECONOMIC OPPORTUNITY

Ensure that economic opportunities generated by the program benefit minority and women owned firms, BIPOC workers, workers with disabilities, and young people.



## DECISION-MAKING PROCESSES

Prioritize access, influence, and decision-making power for underserved communities throughout the program in establishing objectives, design, implementation, and evaluation of success.



## AVOIDING FURTHER HARM

Actively seek out options with a harm-reduction priority, rather than simply mitigate disproportionate impacts on historically impacted and underserved communities and populations.

# URBAN DESIGN PROCESS IN IBR

## URBAN DESIGN PROCESS

- What is Urban Design?
- How it impacts our experience?
- Urban Design Toolkit
- How Urban Design is applied to IBR



## DESIGN WITH EQUITY

- To share what we know
- To gather your feedback, identify what is missing, additional values and objectives to consider?
- To inform future design moves



# NOTHING ABOUT US, WITHOUT US, IS FOR US



Equitable **Urban Design** begins with learning about the people we are designing for.



We always start with **UNDERSTANDING COMMUNITIES** as they are.

It informs everything we do.

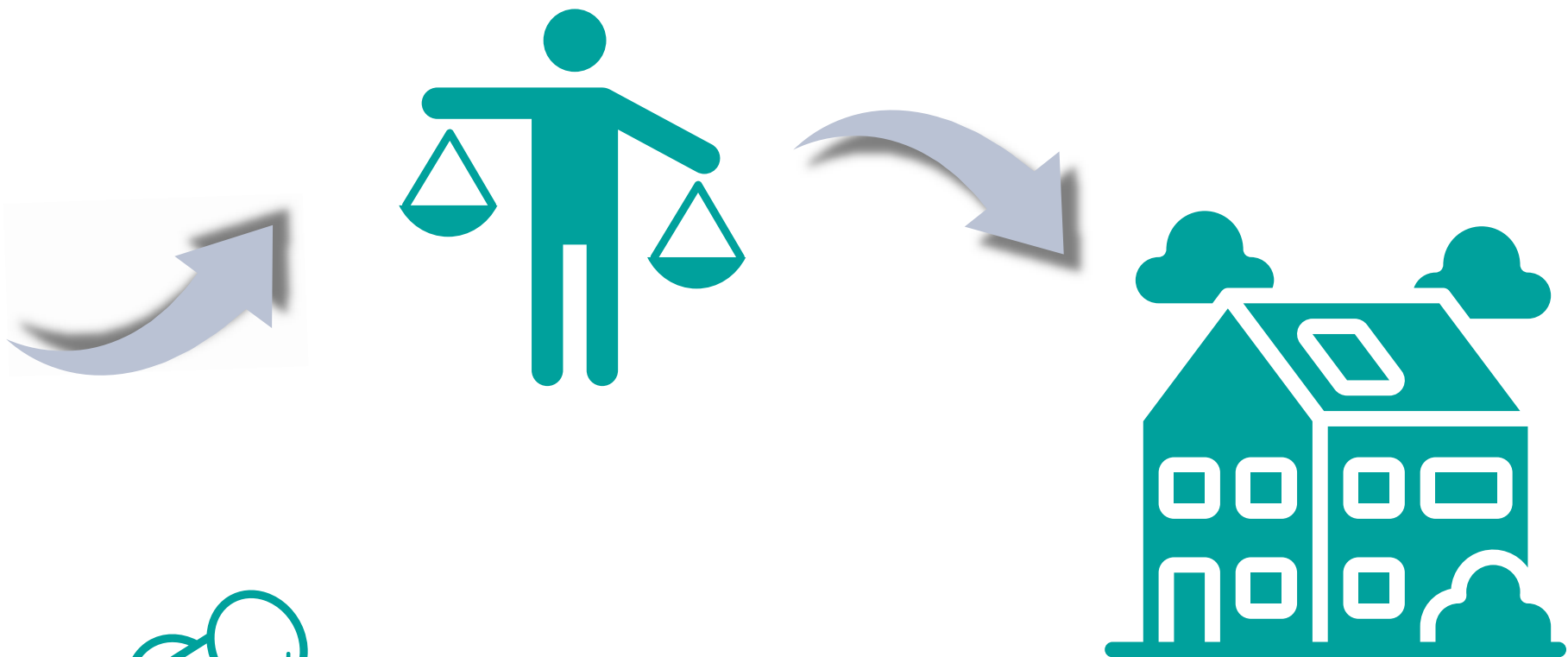


We design the process for **maximum and meaningful involvement**, particularly of those who are most directly affected by the **INEQUITIES**.



# WHAT IS INEQUITY IN PLANNING & URBAN DESIGN?

When architects think about equitable design, we first think about unequal access to land and housing among historically disenfranchised communities and disadvantaged populations.



US researchers have found that the majority **Black neighborhoods** that suffered from disinvestment due to the practice of “redlining” in the first half of the 20th century have fewer trees and green spaces today and, thus, hotter summer temperatures.

**Gender inequality** can also be exacerbated by characteristics of the physical environment. The World Bank’s Handbook for Gender-Inclusive Urban Planning and Design found that, across the world, women were 15% less likely to use public space. Among the contributing factors it includes poor sight-lines, a lack of amenities such as play facilities, and overcrowded transit.



# IBR PROGRAM CORRIDOR HISTORY

- 1 Vanport Floods
- 2 Portland Assembly Center
- 3 Indigenous Peoples - Historical Context
- 4 I-5 Construction - Community Displacement

*THE RESTORATIVE INQUIRY LOOKED BACK, NOT TO ASCRIBE BLAME, BUT TO SHED LIGHT ON THE HISTORY AND EXPERIENCE, IN ORDER TO LEARN FROM IT, AND MOVE FORWARD INTO A BRIGHTER FUTURE.*



# VANPORT FLOODS

*RACIAL COVENANTS  
AND REDLINING  
ACTED AS SOCIAL  
DIVIDERS WHICH KEPT  
BLACK COMMUNITIES  
SEGREGATED  
FROM ECONOMIC  
OPPORTUNITY*

Vanport was built as a temporary housing solution to Portland's rapidly growing population



At its peak it housed nearly **40,000 RESIDENTS.**

close to **40%** were **African-American**



**18,500 FAMILIES** were displaced, more than a **THIRD African-American**



In **1948** a massive flood erupted, communities were not warned or evacuated.

# PORTLAND ASSEMBLY CENTER

AT THE TIME OF THE JAPANESE ATTACK ON PEARL HARBOR IN 1941, ABOUT 120,000 PERSONS OF JAPANESE ANCESTRY LIVED ON THE US MAINLAND, MOSTLY ALONG THE PACIFIC COAST.

**2/3** were  
**FULL CITIZENS,**  
born and raised in the  
United States

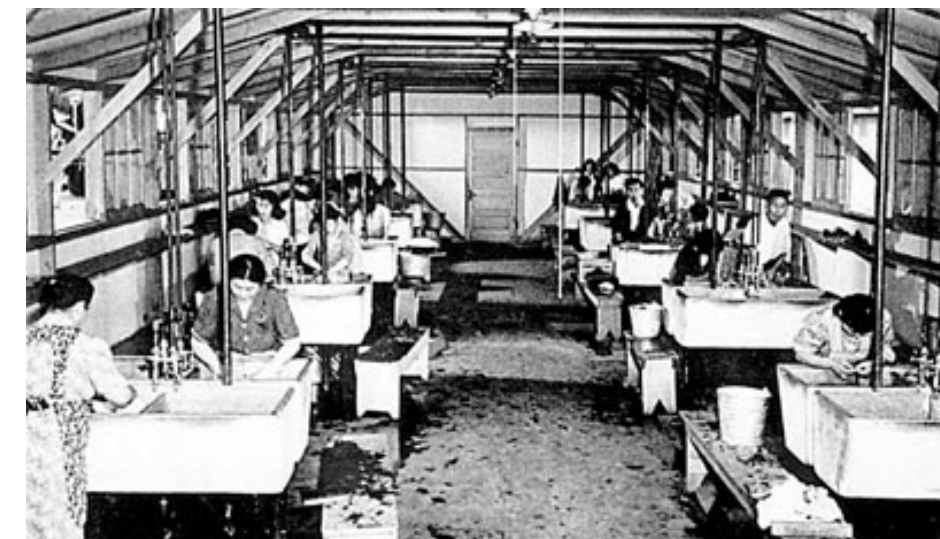


Camp residents lost some **\$400 MILLION** in property during their incarceration.



**Japanese Americans**

were forced to leave their homes and property and live in camps for most of the war.



**May 1942**

Portland-area Japanese Americans were evacuated to hastily constructed temporary living quarters in the Pacific International Livestock Exposition building in north Portland, renamed the North Portland Assembly Center.

# INDIGENOUS PEOPLES - HISTORICAL CONTEXT

- *IBR is consulting and coordinating with 10 federally recognized tribal governments, four of which have court adjudicated treaty rights on the Columbia River. This process is a government-to-government process established through federal and state law, separate from public engagement efforts.*

**Indigenous peoples** have lived in and traveled to what is now the Portland-Vancouver region since time immemorial, including in the immediate vicinity of the current Interstate Bridge.



**This area along the Columbia River remains significant to Indigenous communities today.**

**White settlement disrupted tribal communities in the early 19th Century, and the U.S. government removed most Indigenous peoples to reservations in the 1850s.**

# CONSTRUCTION OF I-5

*Original construction of I-5 in 1962 displaced the heart of Portland's Black community in the Lower Albina neighborhood. It claimed land and homes, compromised clean air, and disrupted business and community continuity.*

The **Lower Albina** neighborhood was a vibrant center of the **Black community**.

**Black Portlanders** were forced to start over without adequate compensation, making it difficult to build generational wealth.



The original construction of **I-5** and subsequent urban renewal projects **demolished its homes and businesses**, choked the neighborhood with vehicle traffic, fractured the community and forced residents to relocate across the Portland metro area.

# WHAT IS EQUITY IN PLANNING & URBAN DESIGN?

- 1 Equity metrics need to be definable, impactful, measurable, accountable, and at the front end of the analysis, not the back end.
- 2 Even if greater equity is the primary goal, racial healing can be an important step to reach that goal.
- 3 An equity strategy should outline how to prioritize the needs of people who have been marginalized from the transportation system and to repair past and current harms.



ZGF's work on Restorative Justice at Portland's Interstate 5

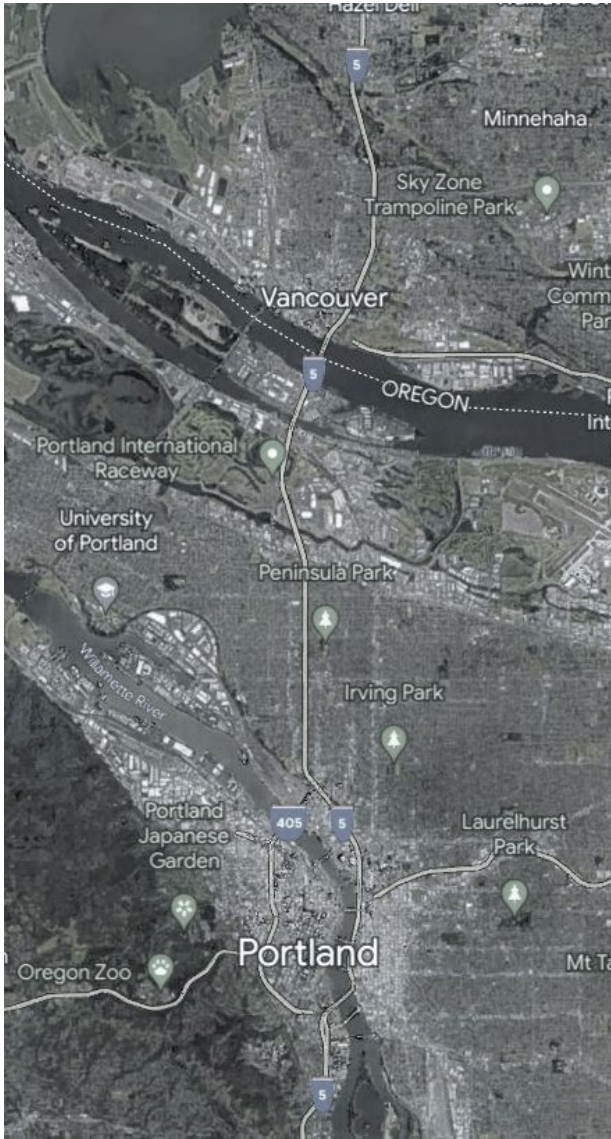


# ADDRESSING EQUITY AT EVERY SCALE

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# EQUITY AT LARGE SCALE

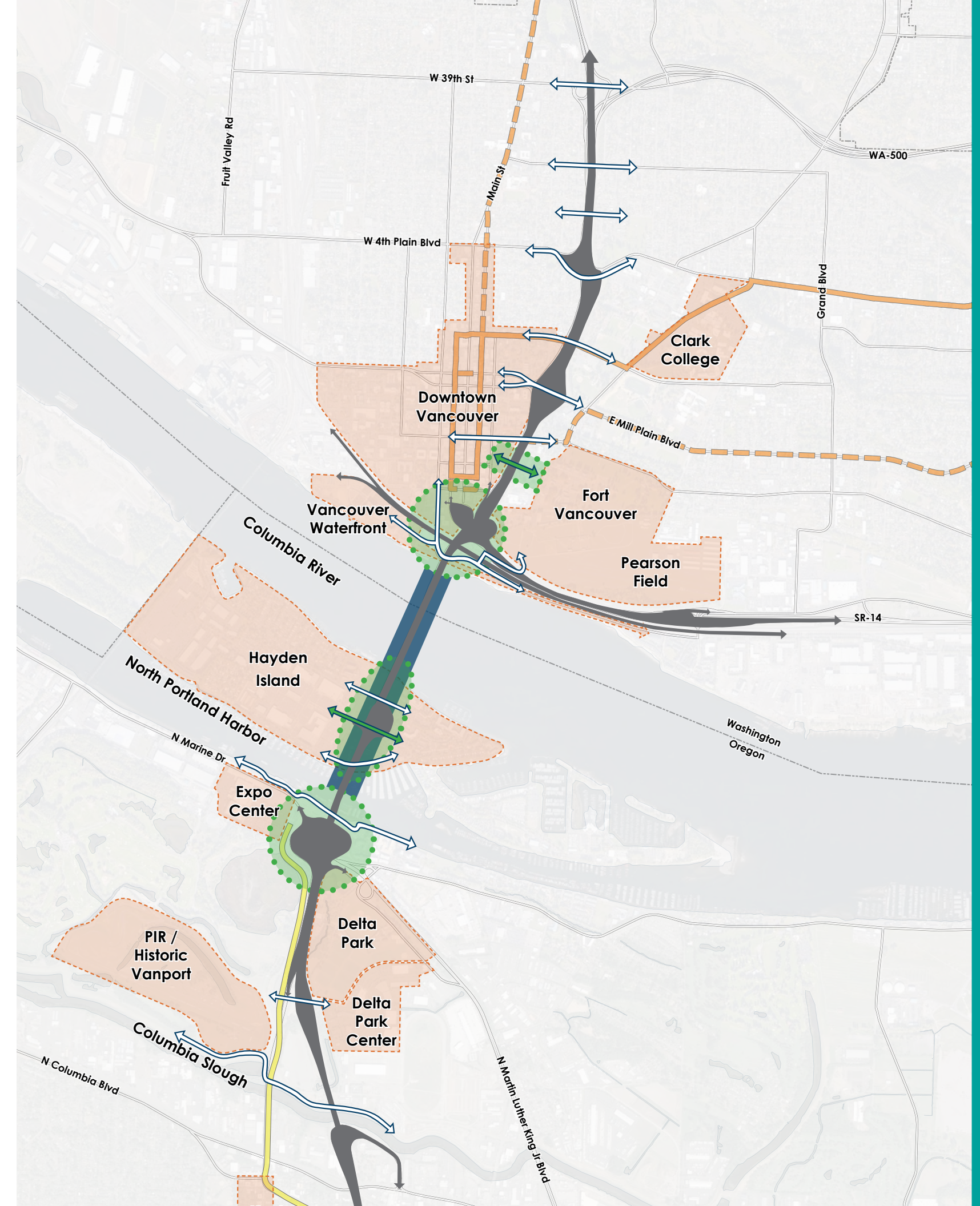
- 1 A national APTA study found **Transit Riders** were **40%** white and **60% People of Color** (they make up **63%** and **37%** of the population, respectively)

In the **Portland Metro Area**, **5%** of white commuters take transit vs. **12%** of black commuters, **8%** of Latinx

- 2 How many jobs can people reach in **45-60 minutes** on public transit?

- 3 What is the access to **non-work destinations** on transit, such as health care, groceries, and parks?

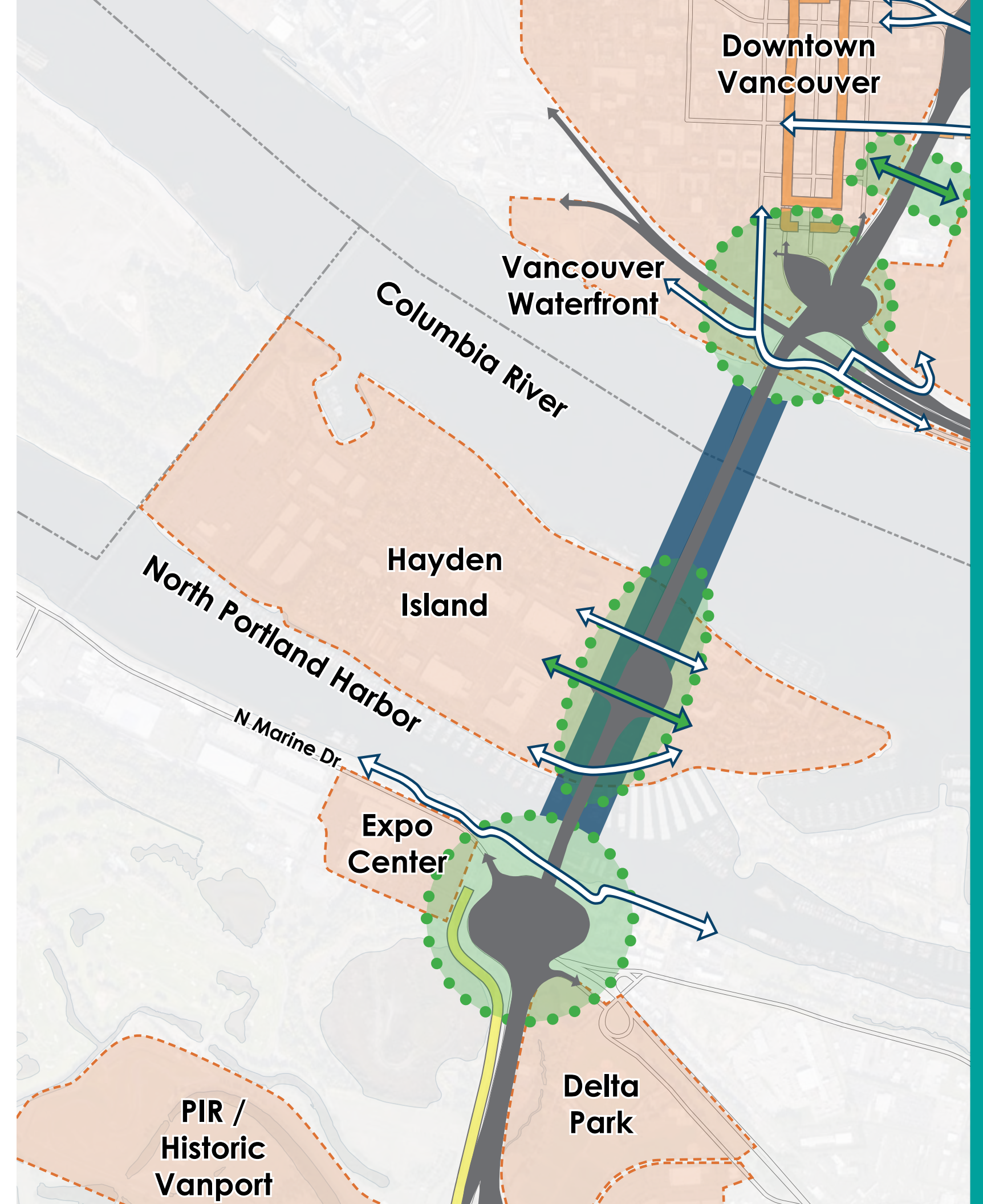
How do we work with agency partners to improve resources for housing, educational, recreational, health, and fresh food along the IBR?



# EQUITY AT MEDIUM SCALE

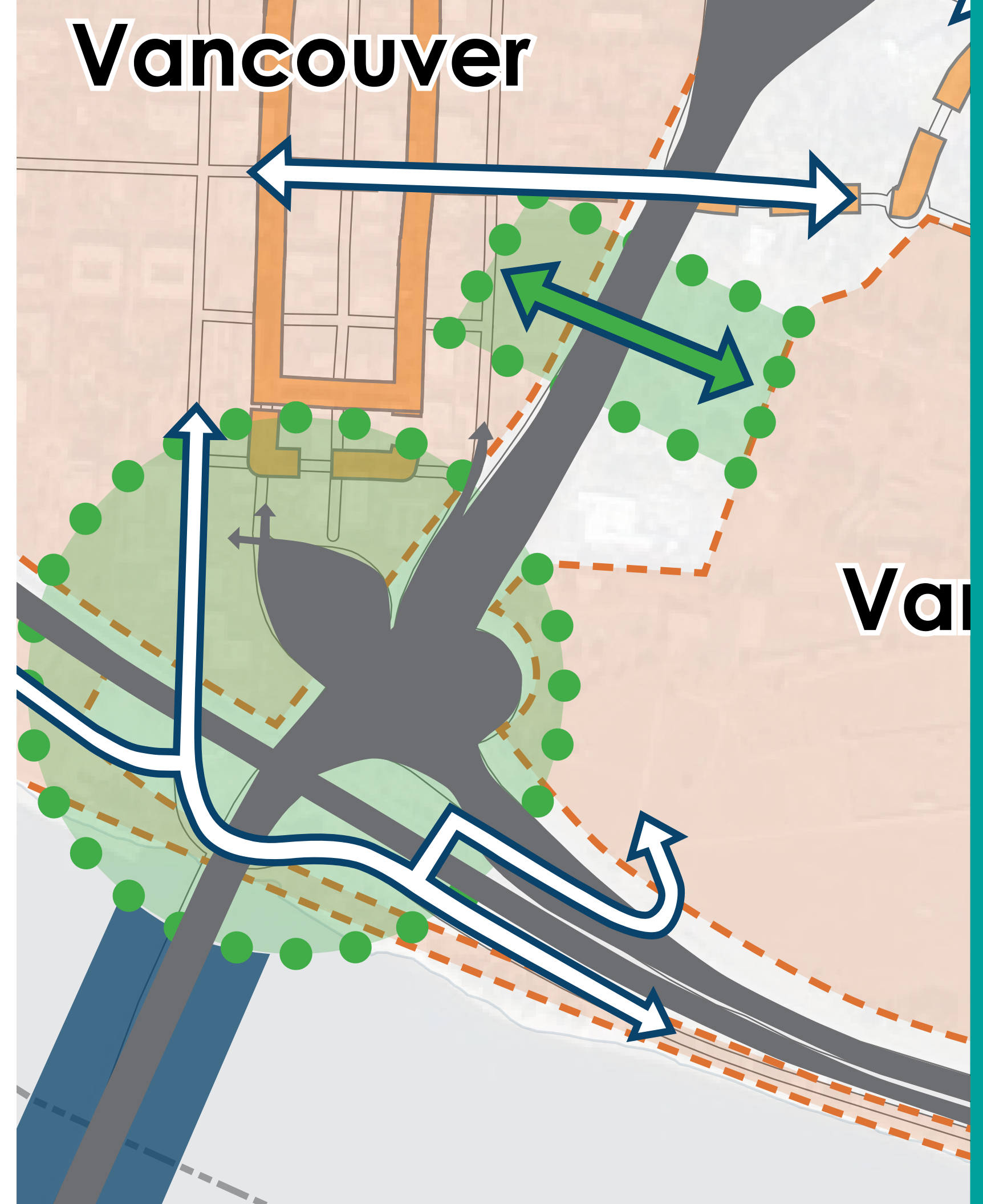
- 1 Expanding the application of **quantitative and qualitative data** to inform decisions that address the needs and priorities of people who have been marginalized.
- 2 Configuring the travel times, transfers, fares, or other characteristics of transit trips that people make.
- 3 Incorporating **Equity assessment** at the same time as other evaluations that factor into decision-making.

*Quantitative analysis limits attempt to resolve equity, it must be paired with qualitative data.*



# EQUITY AT SMALL SCALE

- 1 Promote **safety and security** through lighting and clear sight lines.
- 2 Provide as much transparency as possible to enhance visibility.
- 3 Provide **ADA accessibility** through Universal Design Principles.
- 4 Provide public restrooms and drinking water.
- 5 Apply **placemaking principles** at ground level through landscaping, streetscaping, and activation where feasible.
- 6 Develop **stations as Gateways** to the transit system.



# IMPROVING THE TRANSIT ORIENTED DEVELOPMENT (TOD)

## CAN THE NEW TOD BE TOC?

## “TRANSIT ORIENTED COMMUNITIES”



Instead of infrastructure segregating communities how do we use the **transit network to build communities?**



**Transit infrastructure** often stimulates economic development and increases investments within 15 min walk-shed.



Engage stakeholders and partners to encourage mixed-use to create **healthy communities**, that are equitable for both existing and future tenants?



Could we work with municipalities to **increase the supply of affordable housing** along IBR?

# GOOD DESIGN IS EQUITABLE DESIGN



## USABLE

It means that the design, structure, and motive are clear to the user.



## USEFUL

Delivers a high-quality user experience to all its users regardless of their age, gender identity, race or ability.



## ENJOYABLE

An enjoyable product design makes the user happy. The design creates a positive relationship with the user.



## WELCOMING

The design feels inviting and welcoming to all.



## PLEASANT

The space is enjoyable and comfortable to be in.



## SAFE & SECURE

The spatial design and characteristics promote safety and security.

# UNIVERSAL DESIGN PRINCIPLES

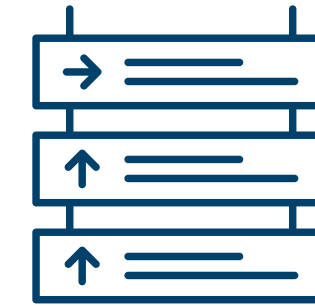
- 1 DESIGN FOR ALL AGES
- 2 DESIGN FOR THE DIFFERENTLY ABLED
- 3 DESIGN TO BE INTUITIVE & USER FRIENDLY
- 4 HOLISTICALLY INTEGRATED INTO THE DESIGN

*Universal Design is Equitable Design:*

*Thoughtful, human-centered design of transit infrastructure elevates the experience of riding transit, and can save both time and money.*



CLEAR MAPS



CLEAR  
WAYFINDING



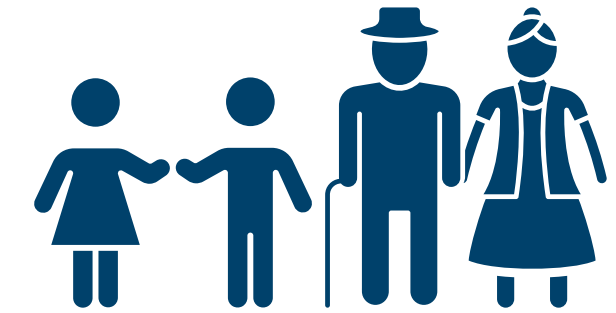
EASE OF  
MOBILITY



DESIGNED FOR  
DIFFERENT ABLED



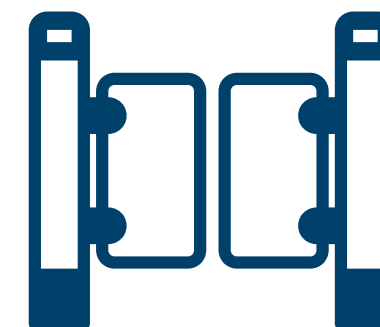
INTUITIVE & USER  
FRIENDLY



DESIGNED FOR ALL  
AGES



ACCESSIBLE TO ALL



HOLISTICALLY  
INTEGRATED



EFFICIENT  
FOR ALL

# DEFENSIVE DESIGN

THE TREND, OF TRYING TO CONTROL BEHAVIOR AND PREVENT CRIME THROUGH ENVIRONMENTAL DESIGN, ISN'T NEW. BUT IT'S CERTAINLY GAINING TRACTION IN CITIES AND TOWNS ALL OVER THE WORLD. WHILE THE INTENTION OF THESE FEATURES IS OFTEN ROOTED IN DURABILITY AND SAFETY, THE EFFECTS CAN BE MORE WIDE-REACHING

EXAMPLE 1



*Hunter's Point South Park,  
Long Island City, NY*

EXAMPLE 2



*Guangzhou City,  
Guangdong, China*

EXAMPLE 3

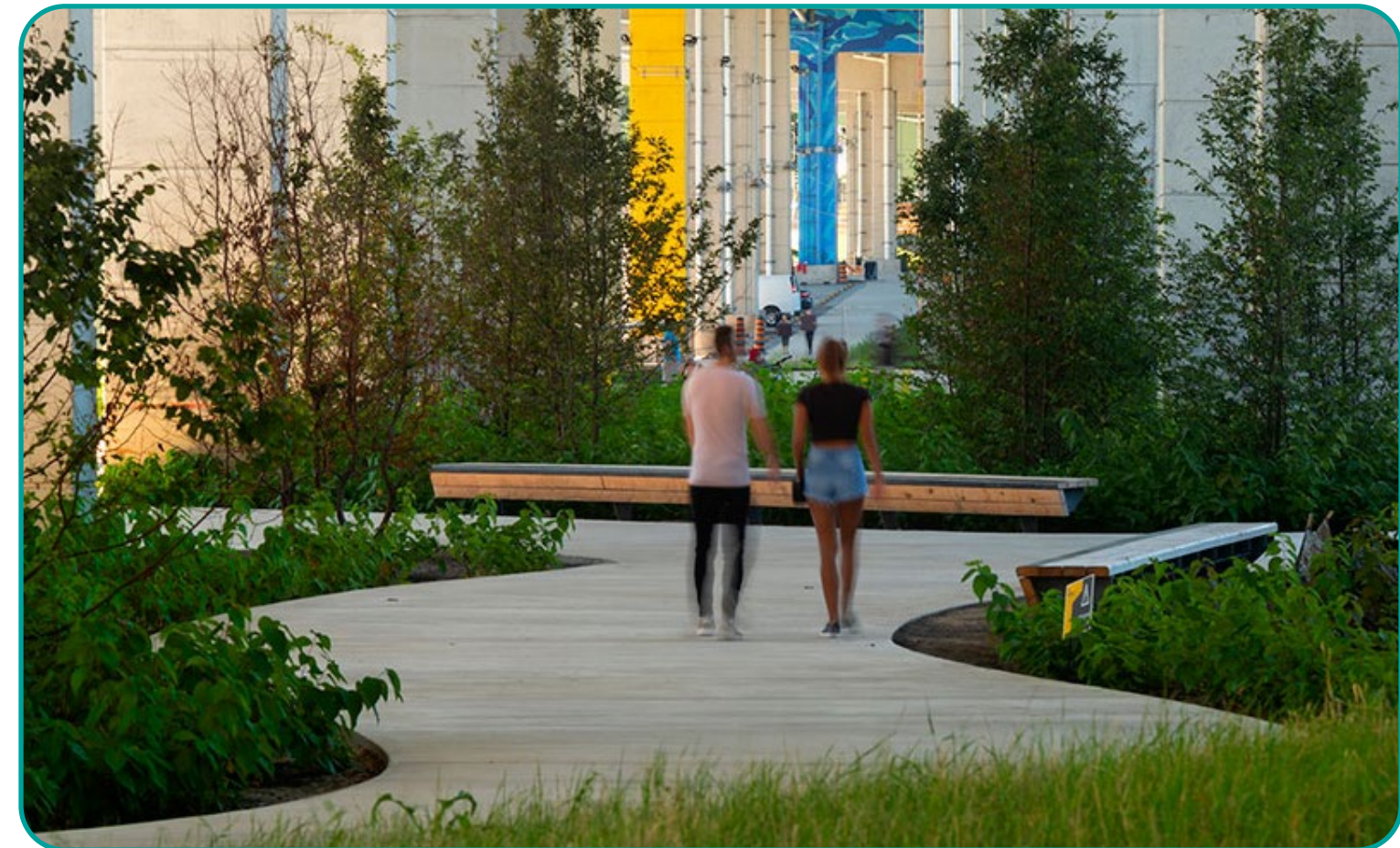


*8th & Market SEPTA,  
Philadelphia, PA*

# DEFENSIVE DESIGN

*Defensive design is usually targeted at people experiencing homelessness, but it negatively impacts the elderly, pregnant women and differently abled people. And its consequences are felt by all.*

*Defensive design often has the intention of creating more secure spaces which require less maintenance – but in most cases it has the opposite effect.*



**SUSTAINABLE SECURITY & SAFETY ARE ONLY EVER ACHIEVED BY GOOD URBAN DESIGN**



# EXAMPLES OF INCLUSIVE PLACES



Creative design solution for the underbelly of the overpass gives a place a special feeling.



Instead of a utilitarian solution, this raised pedestrian connection feels inviting, safe, and welcoming.



Opportunity to integrate elevated plazas, and green roofs as part of raised platforms, contributing to a sense of place and ownership for the community.



A public gathering place that feels inviting and welcoming to all, and can support different activities.



An opportunity to celebrate local heritage and culture by paying tribute to its rich legacy .



# Questions?

For more information contact:  
**Nolan Lienhart**, Urban Design Team  
[Nolan.Lienhart@interstatebridge.org](mailto:Nolan.Lienhart@interstatebridge.org)



# Community Engagement Follow-up

Jay Housgard, Community Engagement Team

# IBR Community Engagement Team

Shannon  
Singleton



Salomé  
Chimuku



Paris  
Moore



Bryan  
Stebbins



Jay  
Housegard



Community  
Engagement  
Lead

# Community Engagement Plan for 2023

- ▶ **Community Briefings**
- ▶ **Briefings to Community-Based Organizations (CBOs) and Neighborhoods**
- ▶ **Mini-Grant Partnerships with CBOs**
  - Focusing on equal representation on both sides of the river
  - Having CBOs do direct outreach to members of the public
  - Focus on CBOs that serve Equity Priority Communities



# Community Engagement Plan for 2023

- ▶ **Affinity Listening Sessions**
- ▶ **Equity Roundtables**
  - June 8th 6-7:30 PM: Intersection of Multimodal Transportation and Equity
- ▶ **IBR Staff Office Hours**
  - Future opportunities for members of the public to speak with program staff, learn about the program, and ask questions or provide comments. These will be offered in person and virtually.

# Upcoming Neighborhood Forums

- ▶ **In-person Neighborhood Forums to give community members and businesses the opportunity to speak directly with IBR staff**
  - **Downtown Vancouver Library (Vancouver):** 5/31 from 5 – 8pm
  - **Oregon Association of Minority Entrepreneurs (Portland):** 6/6 from 5 – 8pm
- ▶ **Provide the opportunity to ask questions and learn more about:**
  - What is being studied in the federal environmental review process and when the public can provide input
  - Program timeline and milestones
  - Financial plan
  - Upcoming design work
  - Future opportunities for community engagement

# Upcoming Events

## ► Fairs & Festivals

### – Vancouver:

- Latino Community Resource Group (LCRG) Resource Fair – June 3rd
- Vancouver Pride – July 8th
- Vancouver Farmer's Market at Esther Short Park - October 21st

### – Portland:

- Juneteenth – June 17th/18th
- Sunday Parkways – June 25th
- Kenton Farmer's Market – August





# Public comment

# Comment Instructions

- ▶ Through Zoom:
  - ▶ Please use the link located in the meeting description on the YouTube meeting page or on the IBR EAG meeting webpage.
  - ▶ Commenters will be allowed to turn on their webcams, but will not be allowed to share their screens and will be removed from the room once the public comment period concludes.
- ▶ By phone:
  - ▶ Dial 253-215-8782
  - ▶ Meeting ID: 986 0940 5983
  - ▶ Passcode: 701376
  - ▶ Dial \*9 to raise your hand
  - ▶ Dial \*6 to unmute yourself
- ▶ The facilitator will call on participants to provide comment
- ▶ Please provide your name and affiliation.
- ▶ Commenters will be given 2 minutes to speak.

**If we run out of time and you have not had a chance to speak, you can still provide comments after the meeting.**



or



# Comment Instructions

## To submit comment after the meeting:



- ▶ Fill out the comment form on the program website or email your comments to [info@interstatebridge.org](mailto:info@interstatebridge.org) with “**EAG Public Comment**” in the subject line.



- ▶ Call **888-503-6735** and state “EAG Public Comment” in your message.
- ▶ All written comments must be received prior to 48 hours in advance of each upcoming meeting in order to be distributed to advisory group members. Comments received after that point will be distributed to members in advance of their next meeting.



Thank you!

# Wrap up

- Takeaways
- Meeting evaluation
- Next meeting: June 26, 5:30 – 7:30pm